



METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Planning Committee

DATE: November 5, 2007

FR: Deputy Executive Director, Policy

W. I.

RE: Release of Draft 2007 Transportation Improvement Program/Amendment #07-18 and Draft Conformity Analysis for Public Review

The Bay Area region received \$158.7 million in federal funds from the Urban Partnership Program (UPP) sponsored by the United States Department of Transportation (US DOT). The grant funds a suite of Bay Area projects that centers on a congestion-based toll to manage traffic congestion on Doyle Drive in San Francisco and raise revenue needed to complete funding for the Doyle Drive replacement project. Complementary improvements funded through the Bay Area UPP include: transit service and traffic signal system improvements in the Doyle Drive corridor; a state-of-the-art parking management program in downtown San Francisco; enhancements to the regional traveler information system; and regional transportation electronic payment media. Importantly, US DOT has attached two important conditions to the Bay Area's UPP funding: (1) state legislative authorization for the tolling element must be secured no later than March 31, 2008; (2) all projects must be implemented by September 30, 2009 (see Attachment A for UPP project descriptions).

Both the Transportation 2030 Plan and the 2007 Transportation Improvement Program (TIP) require minor revisions to reflect the infusion of these Urban Partnership Program federal funds. In addition, a conformity analysis is required in order to make a new conformity determination for the 2007 TIP/Amendment #07-18. Both the Draft 2007 TIP/Amendment #07-18 and its conformity analysis are required to be circulated for the 30-day public review period as required by Commission policy (MTC Resolution 3757). Note that our proposal to proceed with a Transportation 2030 Administrative modification would not involve a public review period, and is approved by the MTC Executive Director per Commission Policy (MTC Resolution 3821).

Attached for your review are the following documents:

- **Attachment B: Transportation 2030 Administrative Modification:** An administrative modification means a minor revision to the long-range plan that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates (23 CFR §450.104). MTC proposes to prepare an administrative modification to the Transportation 2030 Plan to reflect the \$158.7 million in federal funds awarded to the Bay Area under the UPP. Funding for all UPP projects is contingent on having authority to implement toll on Doyle Drive effective March 31, 2008 – except \$1.6 million, which is available for pre-implementation activities.

The Transportation 2030 administrative modification includes the following minor revisions:

1. Add the \$158.7 million in Urban Partnership Program federal funds into the financial assumptions for the financially constrained element of the plan;
2. Clarify the project description of existing project #21001 Freeway Traffic Operations to include congestion pricing/tolling elements; and
3. Update the costs and financial information for existing projects receiving UPP funds.

We are awaiting final concurrence from FHWA and FTA on the application of an administrative process to this particular amendment, we shall report on any alternative approach, if required, based on feedback from our federal partners.

- **Attachment C: Draft 2007 TIP/Amendment #07-18:** The 2007 TIP is financially constrained based on revenue estimates from the State at the time of its preparation. The 2007 TIP covers the four fiscal years FY 2006-07 through FY 2009-2010. MTC adopted the 2007 TIP on July 26, 2006 (MTC Resolution No. 3755), and the FHWA/FTA approved the 2007 TIP on October 2, 2006. The 2007 TIP/Amendment #07-18 amends \$159 million in UPP grants toward 12 projects in San Francisco, Marin and Alameda counties. Specifically, the Amendment #07-18 adds funding into ten (10) exempt projects, two (2) new non-exempt projects and updates the funding and scope for another non-exempt project. The amendment also updates the scope and funding of the LAVTA BRT project in Alameda County. See Attachment B for the list of projects to be amended into the TIP (additional project details are available at www.mtc.ca.gov).
- **Attachment D: Draft Conformity Analysis for the 2007 TIP/Amendment #07-18:** Since the 2007 TIP/Amendment #07-18 does not include any new regionally significant projects beyond those currently included in the Transportation 2030 Plan, and these projects have been modeled in the appropriate horizon year using the latest planning assumptions, the conformity rule allows for the reliance on the previous regional emissions analysis for conformity determinations on TIPs that are consistent with the RTP (40 CFR §93.122(g)). Thus, MTC is using the latest conformity analysis for the Transportation 2030 Plan and 2007 TIP/Amendment #07-06 as the basis for the conformity determination for the 2007 TIP/Amendment #07-18. The latest conformity analysis is included in the report “Final Transportation Air Quality Conformity Analysis for the Amendment to the Transportation 2030 Plan and 2007 Transportation Improvement Program Amendment #07-06”, which was approved by FHWA/FTA on June 14, 2007.

Staff requests that this Committee release the Draft 2007 TIP/Amendment #07-18 and the Draft Conformity Analysis for a 30-day public review period. The comment period closes at 1:00 p.m. on December 10, 2007. Staff will return to this Committee on December 14, 2007 with a request to approve and refer to the Commission for final approval at its December 19, 2007 meeting.

Therese W. McMillan

Attachment A
Bay Area Urban Partnership Program Projects

SAN FRANCISCO VALUE PRICING PROGRAM

Doyle Drive Congestion Tolling

This project will implement a variable toll to reduce congestion on Doyle Drive and generate revenues for the Doyle Drive reconstruction project. Doyle Drive lies just to the south of the Golden Gate Bridge and acts as a northern gateway to San Francisco. The funds will pay for a FasTrak®-based, barrier-free tolling system that allows variable tolling based on congestion.

Doyle Drive Reconstruction

The Urban Partnership Program funds will help close the funding gap for this project to reconstruct Doyle Drive and improve the seismic, structural, and traffic safety of the roadway within the context of the Presidio of San Francisco, a National Park. The funds will be used to complete design work and right-of-way acquisition leading to the start of construction by 2010.

Marin-San Francisco Ferry Improvements

The Golden Gate Bridge Highway and Transportation District will improve parking at the Larkspur Ferry Terminal. This project will provide expanded transit capacity in the Marin-San Francisco commute corridor as pricing elements are implemented on Doyle Drive.

SFgo Arterial Traffic Management and Transit Signal Priority

SFgo is San Francisco's real-time traffic management and transit signal priority system. The funds will pay for new traffic signal controllers to implement SFgo in key traffic and transit corridors used by Doyle Drive travelers as they move through the Downtown, Civic Center and SOMA areas. SFgo will improve traffic flow and transit performance in these corridors.

San Francisco Smart Parking

San Francisco's "Smart" Parking program will demonstrate variable pricing for parking using real-time technology and TransLink® and other electronic payment systems (such as credit cards and pay-by-cell-phone). This project will implement variable pricing at 13 City-owned garages and on-street parking areas in the Downtown and Civic Center areas. Variable message signs and static guide signs will direct travelers to garages with available spaces.

Integrated Mobility Account

This program will streamline customer access to FasTrak® and TransLink® accounts through a single website. It also will develop customer support capabilities for the San Francisco Value Pricing Program elements such as Doyle Drive tolling and variably priced parking.

REGIONAL TECHNOLOGY

511 Enhancements

Congestion pricing information: The region's 511 system currently provides real-time congestion information and driving times for approximately 95% of the Bay Area's freeway. This project will enable 511 to disseminate pricing-related information for Doyle Drive.

Parking information: Expand the 511 phone and Web services to provide information about parking space availability and pricing in San Francisco, and allow customers to reserve spaces in municipal parking lots where this option exists.

Real-time transit information: Provide real-time transit information via 511 phone and web for San Francisco Muni, which provides service on Doyle Drive and throughout San Francisco.

Multi-modal trip planner: Integrate the 511 system's transit and traffic information into a more comprehensive tool to compare multi-modal trip planning alternatives on the phone and web.

Test Vehicle Infrastructure Integration (VII)

VII is widely considered the enabling technology of the future for both road pricing and traffic management. A California VII testbed will open in 2008 along the U.S. 101 corridor in San Mateo and Santa Clara counties. This project will expand the testbed to test the dynamic pricing concept alongside the FasTrak[®] technology on Doyle Drive.

Regional Electronic Parking Payment and Dynamic Pricing (\$2 million)

This project will add parking payment functionality to the TransLink[®] transit fare payment system¹ and/or the FasTrak[®] electronic toll collection system for use at parking meters or garages. The project involves (1) development of a software interface that allows the meters to deduct value from a TransLink[®] card; and (2) updates to the TransLink[®] systems' "back end" to enable processing of parking meter transactions.

OTHER PROJECTS

AC Transit Travel Demand Forecasting

This project will develop and apply simplified travel forecasting approach for use in the Grand/MacArthur bus rapid transit corridor in Oakland, California. Currently, the project is in the preliminary stages of development. Work undertaken through this grant will help develop ridership estimates needed to build consensus with local jurisdictions regarding the type and level of improvements needed to improve travel time in the corridor and reduce bus delay.

Evaluation of Urban Partnership Program

Evaluation is a central component of the Urban Partnership Program. This effort will be undertaken in cooperation with US DOT to better understand which programs work most effectively, and how the Bay Area's experience will translate to other regions around the country.

¹ TransLink[®] is the Bay Area's regional transit fare payment system, which will enable Bay Area transit riders to use a single reloadable smart card to board any public transit system in the nine-county San Francisco Bay Area.

Attachment B
Transportation 2030 Administrative Modification

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Attachment C: 2007 TIP Amendment #07-18 Project List

APPENDIX A: LIST OF PROJECT AND FUNDING TO BE AMENDED INTO THE 2007 TIP AMENDMENT 2007-18

TIP ID	RTP ID	AQ STATUS	SPONSOR	COUNTY	PROJECT NAME	REASON FOR AMENDMENT	FUNDING CHANGE
ALA070021		Non-Exempt, Non-Regionally Significant	LAVTA	ALA	LAVTA Bus Rapid Transit (BRT) System Ph. 1 & 2	Update project scope and funding.	\$ 13,401,000
ALA070058	21160	Exempt	AC Transit	ALA	Grand/MacArthur Blvd Corridor Improvements	Amend in new project funded with Urban Partnership grant of \$350k.	\$ 350,000
MRN070018	22157	Non-Exempt, Non-Regionally Significant	GGBHTD	MRN	Larkspur Ferry Terminal Parking Improvements	Amend new project funded with \$12.8M in Urban Partnership Grant.	\$ 12,800,000
REG070010	21005	Exempt	MTC	REG	Reg Parking Payment/Integrated Mobility Account	Amend in \$2M in Urban Partnership Program grants.	\$ 2,000,000
SF-070040	21005	Exempt	SF MTA	SF	SF Downtown Parking Management	Amend in \$18.4 M in Urban Partnership Grants.	\$ 18,400,000
SF-070041	21005	Exempt	SF County TA	SF	SF Integrated Mobility Account	Amend in \$11.2M Urban Partnership Program Grants	\$ 11,200,000
SF-070042	21005	Exempt	SF County TA	SF	Urban Partnership Program Evaluation	Amend in \$400k in Urban Partnership Program grants.	\$ 400,000
SF-070044	21005	Exempt		SF	Urban Partnership Program Pre- implementation	Amend in \$1.6 M in Urban Partnership Program grants.	\$ 1,600,000
REG050017	21008	Exempt	MTC	REG	511 Traveler Information	Amend in \$6.6M in Urban Partnership Grants	\$ 6,600,000
SF-070030	21506	Exempt	SF MTA	SF	SFgo-Corridor Management	Amend in Urban Partnership grant of \$58m.	\$ 58,000,000
SF-070043	94089	Non-Exempt, Non-Regionally Significant	SF County TA	SF	Doyle Drive Congestion Tolling	Amend in project funded with \$12m in UPP Grants.	\$ 12,000,000
SF-991030	94089	Exempt	SF County TA	SF	US 101 Doyle Drive Replacement	Exchange RIP funds of \$54m with Local funds and reprogram to FY11. Also amend in \$35.5 m in Urban Partnership Grants and update project costs.	\$190,000,000

TOTAL \$326,751,000

Attachment D
Draft Conformity Analysis for the 2007 TIP/Amendment

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